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of Cape Finisterre was granted in 1730, not during the years 1765-1767 (p. 92). Naval stores were not the only commodities which American ships could transport to England under the trade regulations adopted by the English government after the Revolution (p. 112). The settlement on the Tennessee, shown in the map on p. 125, was, in fact, on the Cumberland. Benton was in favor of restoring the circulation of gold, not of the silver dollar, as stated on p. 198. The Chesapeake and Ohio Canal did not reach Cumberland nor did the national road reach St. Louis in 1830, as shown on the map on p. 206. Michigan, not the United States, built the locks at Sault Ste. Marie in 1855, although the United States made a land grant for the purpose (p. 234). Early railroad charters were in many cases liberal but they did not fix maximum freight rates of "five, three, and two dollars per ton mile" (p. 240). \$270,000,000 is certainly an excessive estimate for the sum expended on canals up to 1837 (p. 242). The Wilson Act, as passed, did not impose a duty on wool, as is distinctly implied on p. 303. The Act of 1878 required the coinage of 2,000,000 to 4,000,000 dollars' worth of silver, not from 2,000,000 to 4,000,000 dollars, each month (p. 314). The purchase of silver under the Sherman Act ceased in November, 1893, not December, 1894 (p. 317). Some of these inaccuracies are of minor importance, but the list might be considerably extended did time and space permit.

While the bibliography is useful, many of the references which we might expect to find, even in a brief bibliography, and which would be most helpful to the student, have not been included. It also is not free from inaccuracies. E. Benjamin Andrews appears as Benjamin J. Andrews (p. xi), and Bishop's *History of American Manufactures* is referred to (p. xii) as published in two instead of three volumes.

HENRY B. GARDNER.

A History of the Pacific Northwest. By JOSEPH SCHAFER, M.L., Head of the Department of History, University of Oregon. (New York: The Macmillan Company; London: Macmillan and Company. 1905. Pp. xvi, 321.)

PROFESSOR SCHAFER'S *History of the Pacific Northwest* is a school text-book. This is apparent from its format and from the statement in the preface that it is "primarily intended" to "promote a more intelligent interest in northwestern history among the youth of this region". Some if not all of the states carved out of "old Oregon" require the study of local history in the schools, and this book is presumably intended to meet the demand for a text incident to this requirement. The book is well written, and its statements are remarkably accurate.

Professor Schafer's original contribution to Oregon history consists of a collection of extracts from early Western newspapers, relating to the emigrations of 1843, 1844, and 1845, which he has partly printed in the *Quarterly of the Oregon Historical Society* and upon which he has largely drawn in the present work. The only criticism that the

book suggests is that it presents the history of the Oregon question so largely from the local point of view that it scarcely gives an adequate impression of the immense amount of time devoted by the government to its discussion and rather exaggerates the influence of events in Oregon upon government action. Professor Schafer thinks (p. 213) that there is "no doubt" but that the change in the situation in Oregon affected the negotiation between the British and American governments, but there is no evidence that it did. The diplomatic correspondence continued to thresh over the old straw. Moreover the only portion of the territory really in controversy was that north of the Columbia River, and with respect to that part the American immigration had not yet materially changed the situation. Professor Schafer further thinks (p. 218) that the Whitman massacre "forced" the organization of Oregon upon Congress. It is true that the report of the massacre caused Congress to take up the bill for organization, but it is more likely that it was the nomination of Van Buren by the Free-soil party, upon a platform demanding "established institutions for our brethren in Oregon", which secured its passage in the Senate.

Except for this neglect of the national point of view, Professor Schafer's book could scarcely be improved. It is particularly to be commended for its frank recognition of the services rendered by the Hudson's Bay Company to the early American settlers and for its acceptance of the Oregon treaty as a fair settlement of the questions in controversy. It is almost superfluous to add that Dr. Whitman resumes in these pages his proper place in the history of the Oregon missions and no longer masquerades as the "savior" of the country.

The substance of this volume, written somewhat larger but upon the same lines, forms the greater part of Professor Schafer's history of *The Pacific Slope and Alaska*, which is the tenth volume in the co-operative *History of North America*, of which Dr. Guy Carleton Lee was formerly editor.

F. H. HODDER.